

SECURITY INFORMATION

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COUNTRY Polish-occupied Germany REPORT NO. [REDACTED]

TOPIC Troops and Military Installations in Schweidnitz

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT prior to November 1950 and September 1951 25X1A

DATE OBTAINED [REDACTED] 25X1A DATE PREPARED 14 January 1952

REFERENCES [REDACTED]

PAGES 3 ENCLOSURES (NO. & TYPE) 25X1A

REMARKS

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SOURCE

[REDACTED]

1. Until his repatriation at the end of October 1950, source carried a pass issued [REDACTED] in Schweidnitz. This pass, which had to be renewed by a Soviet komendatura every two or three months, was usually signed by Major Grushill (phonetic spelling) (fnu) and, occasionally, by Major Derzhavski (fnu). The pass, which source was forced to turn in prior to his departure, authorized its bearer to enter several Soviet commissaries and PX's in military billeting areas.

[REDACTED] The Soviet main ration supply depot in the St. Angela Cister on the east side of Hindenburgstrasse, between Kupferschmiedstrasse and Bahnhofstrasse was subordinate to this unit. Units which picked up ration supplies by truck included an office known as Tyl Staff. Incoming supplies arrived by truck from Liegnitz (O 52/3 82) and Breslau (P 52/0 41).

2. [REDACTED] Grenadier Kaserne. Its officers included Major Derzhavski (fnu), commanding officer, who still held this position at the end of October 1950; Major Grushill (fnu), in charge of incoming ration supplies; Captain Paegen (fnu), in charge of all commissaries and PX's who worked with the Tyl Staff and inspected the mess halls of all troop units in Schweidnitz; and Senior Lieutenant Durakov (fnu), assistant to Captain Paegen (fnu), who was in charge of the officers' mess [REDACTED] and of the main officers' mess until October 1950. Soviet airmen from an unidentified barracks installation were repeatedly seen in the Grenadier Kaserne. About 20 unused field kitchens stood under canvas in a corner of the yard of the Grenadier Kaserne. Soldiers quartered in the installation wore red service color and were armed with infantry weapons. Aircraft engines and an engine test stand were noticed in the Arras Kaserne, which adjoins the Grenadier Kaserne on the west.

3. The Tyl Staff was located in the former Landgerichtsgebäude (provincial court building). The personnel of this staff referred to their superior officer as General Armi. However, source never heard of an army headquarters at the post. New vehicles or spare parts for vehicles of the Tyl Staff were always supplied from Liegnitz.

[REDACTED] Source believed that the Tyl Staff provided administrative and supply services, including the replace-

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ment of vehicles, weapons and equipment of all kinds. (1)

4. The northeastern section of the Flandern Kaserne was separated from the rest of the installation by a wire mesh fence. The reason for this measure could not be determined by source, who repeatedly entered the PX of this installation. Source learned from Soviet soldiers that the Flandern Kaserne housed a signal regiment and personally observed an antenna system of two masts on top of one barracks building. Some AA guns were temporarily emplaced near the installation in 1949, but were not seen there again during the period of observation.
5. Until September 1950, the Barbara Kaserne quartered Soviet artillery troops equipped with guns drawn by motor vehicles and caterpillar tractors. The former stables of the installation had been converted into garages for motor vehicles. Officers' conferences were often held in the top floors of the mess buildings. Source knew of no AAA units permanently stationed there.
6. The Morrisruh building in Schweidnitz, which housed the municipal museum until 1945, accommodated a Soviet security office under the command of Colonel Popov (fnu) until the end of October 1950. The office employed several other officers, including one Major Yeliov (fnu) and some Russian women, but no enlisted personnel. It was located on the southeast corner of the intersection of Friedrichstrasse and Burgplatz. A Soviet officers' mess and club was located in the horseshoe-shaped, four-story Friedrich Schule on the southeastern end of Franz Baeckerstrasse.
7. The total number of Polish troops stationed in Schweidnitz was estimated at 500 officers and men, of undetermined branch of service. The only Polish barracks installation there was the Bolko Kaserne.
8. The buildings of the completely destroyed Maria Theresia Kaserne had been razed, leaving an open square on the site of the previous barracks installation. (3) An office of the Polish Security Service was located on the southwest side of Klubrechtstrasse and the southeast side of Thielestrasse. A Polish recruiting office was located on the southeast side of Margarethenstrasse and on the northeast side of Friedrichstrasse. The Polish Militia headquarters adjoined the recruiting office on the southeast. (2)
9. A letter from Schweidnitz, dated 19 September 1951, which source received, stated that all of the "old Russians" from the post had been shipped back to the U.S.S.R. and that only "new faces" were seen at the post. Most of the new Soviet personnel were women who wore uniforms. All Germans still employed in Soviet installations were given discharge notices.
10. From one to three Soviet tanks were occasionally seen in Schweidnitz between 1945 and November 1950. The tanks always appeared to be in transit rather than stationed in the area. Two Soviet headquarters were known to be located in Schweidnitz. However, their functions could not be determined. (4)

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(1) [redacted] ments.

- (2) A report of October 1950 from Schweidnitz stated that not only the Bolko Kaserne, but also the Peuker Kaserne, adjoining it on the south, were occupied by Polish infantry units whose identity has not been determined to date. See [redacted]. A UB (Security Police) office was reported by another source to have been located at the intersection of Klubrechtstrasse and ul. Jagiellonska, formerly Margarethenstrasse, in November 1950. [redacted]

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- (3) This confirms previous reports. [REDACTED]
- (4) The information on the Soviet-occupied Grenadier Kaserne, Arras Kaserne, Flandern Kaserne and Barbara Kaserne generally agrees with statements by other German resettlers from the Schweidnitz area. [REDACTED]. Previous reports stated that the Flandern Kaserne quartered troops with black-bordered black epaulets up to August 1950 and the Barbara Kaserne quartered a motorized unit up to the end of October 1950.

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INFORMATION REPORT

CD NO.

COUNTRY Poland
SUBJECT Railroad Lines in Eastern Poland

DATE DISTR. 14 March 1952

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NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO. SUPPLEMENT TO REPORT NO. 25X1X

- 25X1X
1. The Warsaw-Luboml railroad line is a double-track, standard-gauge line. In 1948, a second track was built on the railroad bridge over the Wieprz River between Kanie and Trawniki. The bridge across the Bug River, which has two tracks, was reconstructed in the late summer of 1944. Water stations available on this line included those at Dorohusk (steam operated), Chelm (operated by steam and electricity with a maximum capacity of 130 cubic meters per hour), Rejowies (electrically operated) and Lublin (electrically operated). The wells at these stations have an average depth of 40 meters. (1)
 2. A single track is in operation as far as Wlodawa on the Chelm-Brest Litovsk railroad line. The railroad bridge across the Bug River near Wlodawa is still destroyed. However, reconstruction was started in the spring of 1951. Source believed that the railroad line will be opened to traffic as far as Brest Litovsk by November 1951. During the reported period, traffic on this line was light. (2)
 3. Passenger traffic on the Rejowiec-Belzec single-track railroad line is in operation only as far as Belzec. However, scheduled freight trains operate across the border as far as Lemberg. The line has a carrying capacity of 20 trains within a 24-hour period. (3)
 4. The Lublin-Rozwadow-Przeworsk single-track railroad line has steep grades and narrow curves. The steepest grade is near Wilkolaz with a incline of 20 meters per km. The carrying capacity is only 16 trains per 24-hour period. Water stations on this line are available at Wilkolaz, Krasnik, Zaklikow, Rozwadow, Kudnik, Lezajsk and Przeworsk. The railroad bridge over the San River, 5 km north of Rozwadow, which was destroyed during the war, has been replaced with a steel bridge. (4)
 5. The single-track Lublin-Lukow railroad line is of only minor importance.
 6. The double-track Krakow-Kielce-Radom-Deblin-Lukow-Brest Litovsk railroad line is partly equipped with electric signal installations. All bridges on this line had been restored. The carrying capacity of this line is 48 trains within a 24-hour period. (5)
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was built as a shorter route between Lodz and Deblin and in order to ease the strain on the Warsaw railroad line. The line runs via Drzewica-Przytyk. Fast trains cannot operate on this line because of the light rails used. The line is equipped with obsolete installations and its carrying capacity is limited. (6)

8. A railroad line was under construction between Skierniewice and Lukow. The plans for this project were submitted to the Railroad Ministry in 1949 and work on the construction of the line was started in the spring of 1951. The line will run via Mszczonow, Gora Kalwarja, where it crosses the Warsaw-Deblin railroad line. An unusual feature of this line is that it is designed to cross the Vistula River on two bridges about 400 meters apart. The line separates 1 km before the river and meets again 1 km beyond the river. All the bridges on the line were still under construction in May 1951. Source believed that the double-track line would be opened to traffic in October 1952. As stated in the plans for this project, the line will serve to ease the traffic strain on the Warsaw railroad junction and to establish a shorter route to Prest Litovsk. The line will probably have a carrying capacity of 50 trains per 24-hour period. (7)

9. The construction of a double-track railroad line between Miechow and Szczepieszyn via Nowy Korczyn and Nisko was planned. The new line is to ease the traffic strain on the Katowice-Krakow-Przemysl railroad line. The project, which was submitted to the Railroad Ministry in October 1950, has been approved. Construction work has not yet been started. (8)

10. Experience has shown that it is easier to convert a Soviet-gauge line to standard-gauge than vice versa. For this reason, in the the spring of 1950 it was ordered that on all new construction and repair work ties 15 cm longer than those previously used on standard-gauge lines, would be used. (9)

11. Railroad lines and railroad stations are guarded by the Sluzba Ochrony Koleji (railroad police) SOK. The SOK is assigned to the Railroad Ministry, which was established in January 1951 to replace the former Ministry of Traffic. Chief of the SOK headquarters was Colonel Kazimierz Dabrowski. From 3 to 5 SOK units are assigned to each of the ten regional railroad headquarters. In addition to the usual SOK units there are special motorized units which are used for emergencies. The individual SOK units are composed of 150 men armed with carbines, Soviet submachine guns and machine guns. At night, patrols are accompanied by watchdogs. The personnel wear black uniforms similar to those worn by Polish railroad personnel, except that the SOK personnel wear epaulets and rank insignia. Chief of the SOK units assigned to the Lublin railroad headquarters was Captain Iwaszkiewicz (fnu), a Soviet. The chief of the SOK units for the Breslau railroad district was Major Kazimierz Kzczuka. (10)

12. Soviet transportation staffs, responsible for handling Soviet military shipments, are assigned to the Railroad Ministry and the individual regional railroad headquarters. The official designation of these transportation staffs is GUPVOSO. (11) The Soviet transportation staff attached to the Lublin regional railroad headquarters consisted of four officers and six NCOs and was commanded by Colonel Barabas (fnu). The various Soviet transportation staffs are connected by direct telephone lines. According to source, behavior of the Soviet transportation staffs toward the Polish railroad administration was exceedingly correct and discreet.

Comments.

- (1) The exact route of this line is not clear. However, it is believed that this statement refers to the Warsaw-Deblin-Lublin-Chelm-Dorohusk-Jagodin-Luboml-Kowel railroad line. According to available information, the line between

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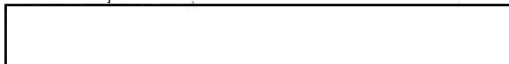
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- Otwock and Deblin is still single-track.
- (2) This statement confirms available information that traffic on this single-track railroad line is interrupted near Bug Wladowski (in Poland) because the bridge across the Bug River has not yet been reconstructed. East of the Bug River, which forms the Polish-Soviet frontier, the line is single-track from Wlodawa as far as Brest Litovsk.
 - (3) The Rejowiec-Belzec line is known to be a single-track line. It runs from Rejowiec to Lemberg via Zawada, Zwierzyniec, Belzec, Hrebenne and Rawa Ruska.
 - (4) According to available information, the Rozwadow-Przeworsk section of this railroad line is definitely double-track.
 - (5) The double-track status of the Krakow-Brest Litovsk railroad line is confirmed, except for the section between Krakow and Tunnel, a 50-km stretch, which probably is still single-track.
 - (6) The Tomaszow-Radom railroad line was previously known to be single-track except for the Tomaszow-Inowlodz line section.
 - (7) The execution of this project appears credible in view of plans to ease the traffic strain on the Warsaw railroad junction. The line would mainly serve Soviet interests.
 - (8) This project would require the construction of two large bridges across the Vistula and San Rivers.
 - (9) It is believed that this order was given by the Soviets in order to facilitate the conversion of standard-gauge to Soviet-gauge tracks at a given time.
 - (10) The ten Polish regional railroad headquarters are located in Krakow, Warsaw, Lublin, Lodz, Poznan, Stettin, Breslau, Danzig, Allenstein and Katowice.
 - (11) GUPVOSO stands for Glavnoye Upravleniye Voyennykh Sobshcheni (Soviet Main Administration for Military Transportation). These Soviet transportation agencies were mentioned in the Soviet-Polish agreement on transit traffic through Poland.

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